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1946-1948
Chiefs of the AAF 1907-1957

1946-1948

Gen. Carl Spaatz - Within two years of West Point and his 2d
lts commission in the Infantry, Carl Spaatz learned to fly at
the San Diego school of the Signal Corps and was serving in the
1st Aero Squadron on the Mexican border. The next year, 1917,
he was overseas with the AEF, a training officer at the famed
Air Service School at Issoudun. Later, in 1918, he was a pursuit
pilot in the 2d Pursuit Group and was credited with downing
three Fokkers.

Always a doer, in peace as in war, "Tooe" Spaatz was a
pilot's pilot. He commanded fighter groups, he commanded bomber
groups. Endlessly, he studied tactics and schooled his pilots
to perfection. In 1929, he commanded the Question Mark on a
150-hour non-stop, refueling record flight. The crude method
of refueling spelled out possibilities that could be achieved
in tactical use.

By 1940, Spaatz was Chief of Plans and then Chief of the
Air Staff of the Air Corps. That year, he was in England during
the Battle of Britain. Soon after Pearl Harbor, he headed the
8th Air Force and moved his command to the European Theater of
Operations to prepare for the American bombing of Germany. In
July, he was appointed Commanding General of the US AAF Forces in
the European Theater.

Throughout the war, he directed the hammer blows struck

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increasingly potent assemblages of aircraft. He headed the 12th AF in North A^Frica and then the NW African Air Force. After Rommel's Afrika Korps had been driven out of N. Africa, he became Deputy Commander of the Mediterranean Allied Air Forces, and in 1944 returned to England to command the US S_tategic Air Forces in Europe throughout the campaign that led to victory.

Following V-E day, he flew West to assume command of the US Strategic Air Foces in the Pacific, with headquarters on Guam. There he supervised the final strategic bombing of Japan by the B-29, including the two atomic bomb missions. He had earned the right to be present at all three signings of unconditional surrender, at Rheims, at Berlin and at Tokyo.

In February 1946 General Spaatz was nominated to succeed another great air general as Commander of the AAF. In September 1947 he was chosen the first Chief of Staff of the new Air Force.

DEPARTMENT OF THE AIR FORCE

August 31, 1948

Air Information Division

I M M E D I A T E

PRESS SECTION

R E L E A S E

RE 6700 - Ext. 73331

GENERAL SPAATZ BECOMES
CAP BOARD CHAIRMAN

General Carl Spaatz, who recently retired as Chief of Staff of the U. S. Air Force, today assumed the chairmanship of the Civil Air Patrol Board at Bolling Air Force Base, headquarters of CAP, succeeding George A. Stone, of Columbus, Ohio, who was killed in an aircraft accident August 20.

Upon assuming the position, General Spaatz issued the following statement:

"It is an honor for me to take up where my friend, the late George A. Stone, left off as Chairman of the National Civil Air Patrol Board. I am proud to be associated with an organization which encourages and aids American citizens in the contribution of their efforts, services, and resources to the development of aviation and to the maintenance of air supremacy. I will do my utmost to aid them to develop by example the voluntary contribution of private citizens to the public welfare."

The Civil Air Patrol, with approximately 150,000 members in its 51 wings -- one in every state and in Hawaii, Alaska, and the District of Columbia -- has expanded steadily since its creation December 1, 1941. Established as an official auxiliary of the U. S. Air Force in May, 1948, the CAP is a powerful liaison organization between the nation's civil and military aviation.

The Civil Air Patrol Board serves in an advisory capacity to Major General Lucas V. Beau, national commander of the CAP. The Board comprises General Spaatz as chairman; J. M. Morris, of Phoenix, commander of the Arizona wing of the CAP; Leverett Davis, of Boise, the Idaho wing commander; Stuart Welch, of Buffalo, wing commander in New York; W. C. Whelen, of Nashville, the Tennessee wing commander; D. Harold Byrd, of Dallas, former Texas wing commander; H. K. Coffee, of Portland, former Oregon wing commander; and Fay M. Thomas, of Detroit, former Michigan wing commander. Besides General Spaatz, the other members of the Board hold the grade of colonel in the CAP.

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DISTRIBUTION: Aa, Af, B, Da, Ld, Dc, Dm, E, Ea, N.
4:00 P. M.

NEW YORK--THE FORMER AIR FORCE CHIEF OF STAFF, GENERAL CARL SPAATZ, ACCEPTED CHAIRMANSHIP TODAY OF THE "IRON CURTAIN REFUGEE CAMPAIGN." SPAATZ SAID HE WAS ACCEPTING BECAUSE THE ORGANIZATION IS HUMANITARIAN AND BECAUSE HE SAID HE CONSIDERED IT VITAL TO OUR NATIONAL SECURITY PROGRAM.

THE ORGANIZATION DESCRIBES ITSELF AS A NON-SECTARIAN WELFARE ORGANIZATION, SPECIALIZING IN AID TO DEMOCRATIC REFUGEES WITH CONSISTENT RECORDS OF OPPOSITION TO ALL FORMS OF TOTALITARIANISM.

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DISREGARD CORRECTION (AP105). ORIGINAL FIGURE HAS PROVED TO BE
CORRECT.

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Historical Doc 81
GENERAL CARL SPAATZ

Thirty years after he attended flying school, Carl Andrew Spaatz became Commanding General of the Army Air Forces.

In the intervening years, he was a far-seeing exponent of air power. And in World War II he had an opportunity to test his theories, first in the desert campaign in Africa, then in the strategic bombing that levelled Germany's war plants, and finally with the Boeing B-29 Superfortresses which flew against Japan.

He was born at Beyertown, Pennsylvania, on June 28, 1891, when the family name was spelled Spatz. In 1937 it was changed because the General and his wife grew tired of hearing people mispronounce it with a short "a". Mrs. Spaatz learned that the Belgian branch of the family had spelled the name with two "a's", so this spelling was adopted and now it is generally pronounced correctly as "spots."

A boyhood ambition to attend the United States Military Academy at West Point, New York, and become a professional soldier was realized when he was appointed to the Academy in 1910.

His nickname, "Tooey," is a holdover from his years at West Point. An upper classman of somewhat similar appearance--lean, wiry, freckled, and red-haired--was named Toohey. Because of the resemblance, Cadet Spaatz was called by this name, which since has been shortened to the familiar "Tooey."

He had decided to become a flier in his plebe year at The Point when he saw Glenn Curtiss bucking down the Hudson in a biplane on the historic 1910 flight from Albany to New York City, but upon graduation, he was commissioned a second lieutenant of Infantry on June 12, 1914.

His first tour of duty was with the Twenty-Fifth United States Infantry at Schofield Barracks, Hawaii, from October 4, 1914, to October 13, 1915, when he was detailed as a student in the Aviation School at San Diego, California, until May 15, 1916.

At the Aviation School, he learned to fly the crude machines of those days, and he has flown steadily ever since. Today he is rated a command pilot and combat observer on active flying status.

In June, 1916, he went to Columbus, New Mexico, serving with the First Aero Squadron under General John J. Pershing in the Punitive Expedition into Mexico, and was promoted to first lieutenant July 1, 1916. The following May he joined the Third Aero Squadron in San Antonio, Texas, and was promoted to captain.

In 1917 Spaatz married Miss Ruth Harrison, daughter of Colonel Ralph Harrison, a Regular Army Cavalry Officer.

He went to France with the American Expeditionary Forces in command of the Thirty-First Aero Squadron and, after November 15, 1917, served in the American Aviation School at Issoudun continuously, except for one month at the British front, until August 30, 1918. In this period, the school grew from a few buildings to one of the world's then-largest aviation schools, and Captain Spaatz won a temporary promotion to major.

He joined the Second Pursuit Group at the front in September, 1918, serving as pursuit pilot in the Thirteenth Squadron, and was promoted to flight leader. He participated in several aerial combats during the St. Mihiel and the Meuse-Argonne offensives and downed three German Fokker planes.

He received the Distinguished Service Cross for heroism in action, described in this citation:

"Although he had received orders to go to the United States, he begged for and received permission to serve with a pursuit squadron at the front. Subordinating himself to men of lower rank, he was attached to a squadron as a pilot and saw conditions and arduous service throughout the offensive. As a result of his efficient work he was promoted to flight commander. Knowing another attack was to take place in the vicinity of Verdun, he remained on duty in order to take part.

"On the day of the attack west of the Meuse, while with his patrol over enemy lines, a number of enemy aircraft were encountered. In the combat that followed

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he succeeded in bringing down two enemy planes. In his ardor and enthusiasm he became separated from his patrol while following another enemy far beyond the lines. His gasoline giving out, he was forced to land and managed to land within friendly territory. Through these acts he became an inspiration and example to all men with whom he was associated."

Major Spaatz returned to the United States early in 1919 and served in California and Texas. He left San Diego in April, 1919, in charge of a flying circus to assist in the Victory Loan Drive, and toured the United States in a new career as a "salesman" of the future of air power.

He became Assistant Department Air Service Officer for the Western Department in July, 1919, and from October 8 to 11 participated in the Transcontinental Reliability and Endurance Test from California to New York.

He reverted to his permanent rank of captain on February 27, 1920, but was promoted to major on July 1, 1920. As a major, he commanded Kelly Field, Texas, from October 5, 1920, to February, 1921, served as Air Officer of the Eighth Corps Area until November, 1921, and was commanding officer of the First Pursuit Group, first at Ellington Field, Texas, and later at Selfridge Field, Michigan, until September 24, 1924.

Major Spaatz was graduated from the Air Corps Tactical School at Langley Field, Virginia, in June, 1925, and then served in the Office of the Chief of Air Corps at Washington, D. C.

He commanded the Army plane "Question Mark" in its historic refueling endurance flight over Los Angeles and vicinity January 1-7, 1929. For keeping the plane aloft a record total of 150 hours, 50 minutes, and 15 seconds, he was awarded the Distinguished Flying Cross with this citation:

"For extraordinary achievement while participating in an aerial flight. On January 1-7, 1929, Major Spaatz commanded the airplane "Question Mark" on a refueling flight, at and near Los Angeles, California, which remained in the air a total of 150 hours, 50 minutes, and 15 seconds, a period of continuous flight longer than any previous flight ever accomplished. By his endurance, resourcefulness, and leadership he demonstrated future possibilities in aviation which were heretofore not appreciated, and thus reflected great credit upon himself and the Army of the United States."

A near-mishap which occurred on the endurance flight was serious and dangerous at the time, but the perspective which has been gained by the intervening years has made it perhaps the most amusing incident in General Spaatz's colorful career.

As the refueling plane lowered the gasoline hose to the "Question Mark," Major Spaatz leaned out of the plane, clutched the hose, and signalled for the flow of gasoline to be started. A gust of air tossed the refueling plane upward, pulling the hose out of the tanks of the "Question Mark." Gasoline spurted onto Major Spaatz, soaking his clothing.

Realizing there was serious danger of severe burning on the one hand, and of fuel shortage on the other, Spaatz quickly removed all his clothes while the stream of gasoline was being shut off, then signalled for renewal of contact.

Slowly and carefully the refueling plane slid into place, as near-freezing air blew over Major Spaatz's unclothed, gasoline-drenched body. The hose was lowered again and the refueling was successfully completed.

Although suffering from cold, he quickly recovered and the plane flew on to its endurance record.

Among his crew on the "Question Mark" were Captain Ira C. Eaker and Lieutenant Elwood R. Quesada. Now Lieutenant General Eaker is deputy commander of the Army Air Forces, and Major General Quesada is commander of the Tactical Air Command.

Major Spaatz commanded the Seventh Bombardment Group at Rockwell Field, California, from May 1, 1929, to October 29, 1931, and the First Bombardment Wing at March Field, California, until June 10, 1933.

This was followed by service in the Office of the Chief of Air Corps at Washington again, during which he became Chief of the Training and Operations Division.

In August, 1935, he enrolled in the Command and General Staff School at Fort Leavenworth, Kansas. A month later he was promoted to lieutenant colonel.

He graduated in June, 1936, and then served at Langley Field, Virginia, until January, 1939, when he returned to the Office of the Chief of Air Corps at Washington as Assistant Executive Officer. A few months later, war broke out in Europe, and in November, 1939, he received a temporary promotion to colonel.

During the Battle of Britain in 1940, as the Luftwaffe vainly endeavored to batter the Royal Air Force into submission, he spent several weeks in England as a special military observer. Day after day and night after night he watched, from "Hell's Corner" in Dover, the battles between Spitfires and Messerschmitts.

Upon returning to Washington in September, 1940, Colonel Spaatz characteristically predicted: "There is much talk of Hitler's secret weapons, but the British weapon that will defeat the Germans isn't secret--it's guts!"

Shortly after his duty in England, he was selected on October 1, 1940, to head the Materiel Division of the Air Corps. The next day he received a temporary promotion to brigadier general.

In January, 1942, a few weeks after Pearl Harbor, General Spaatz was assigned as Chief of the AAF Combat Command at Washington and promoted to the temporary rank of major general. His vision and strength of purpose became increasingly evident with American entry into World War II, and in a war message to Air Force personnel early in 1942, he insisted that the war had proved that aerial power was essential in both offensive and defensive warfare.

"Our Commander-in-Chief," he pointed out, "promised that no matter where the enemy was found, devastating warfare, particularly in the air, would be brought to him. We of the Army Air Forces are determined to attain this objective. We shall attain it."

In May, 1942, General Spaatz became commander of the Eighth Air Force, transferring to the European Theater of Operations in that capacity in July, 1942, to make preparations for the American bombing of Germany. On July 7, he was appointed commanding general of the U. S. Army Air Forces in the European Theater in addition to his duties as commander of the Eighth.

His promotion to the permanent rank of colonel was made on September 17, 1942. On December 1, 1942, General Spaatz was succeeded as commander of the Eighth by General Eaker, and he became commanding general of the Twelfth Air Force in North Africa. In February, 1943, he assumed command of the Northwest African Air Force, which he organized.

General Spaatz's accomplishments with the Eighth in its early, formative days as a strategic bombing unit earned him an award of the Legion of Merit in 1943 with the following citation:

"For exceptionally meritorious conduct in the performance of outstanding service. As commanding general of the Eighth Air Force, General Spaatz was unusually successful in the solution of the difficult problems of air organization, quartering, training, and maintenance in the European Theater. He established and maintained cooperation with the Royal Air Force, and his outstanding qualities of leadership reflected on the high morale and increasing efficiency of the American Air Forces in Great Britain. His foresight, zeal, and sound judgment made him of inestimable value to the theater commander."

He received temporary promotion to lieutenant general March 12, 1943.

After Rommel's Afrika Korps had been driven out of North Africa and the invasion of Italy was launched, General Spaatz became deputy commander under Air Marshal Tedder of the Mediterranean Allied Air Forces, including the Twelfth Air Force in Africa and the Fifteenth Air Force and the Royal Air Force in Italy.

His contribution to the liberation of Africa was recognized with an award of the Distinguished Service Medal with this citation:

"For exceptionally meritorious service in a position of great responsibility. General Spaatz directed the planning and formation of the Twelfth Air Force. Later, he commanded this Air Force until its absorption into the Northwest African Air

Force, of which he assumed command. His resourcefulness, courage, organizational ability, technical knowledge, and forceful personality created a spirit of cooperation among members of the air forces of three nations under his command and has borne fruit in the outstanding successes achieved in the Tunisian campaign."

General Eisenhower, Supreme Allied Commander in Europe and now Chief of Staff of the U. S. Army, frequently expressed his admiration for the ability of General Spaatz, whom he continually used as American air chief in Europe and Africa.

"He's the best air commander I know," General Eisenhower has been quoted as saying. "I've spent months trying to figure out how he does it, and I still can't."

General Spaatz returned to England in January, 1944, and assumed command of the United States Strategic Air Forces in Europe, an organization comprising the huge, deadly Eighth and Fifteenth Air Forces, whose bombers completed the plan of encirclement of Fortress Europe. He headed the Strategic Air Forces throughout the crucial pre-invasion period and the ensuing campaign which culminated in final victory with the utter defeat of bomb-battered Germany.

The story of the Strategic Air Forces which General Spaatz commanded in Europe is the story of an experiment dedicated to the daylight destruction of the enemy's economic fabric through precision bombing of specific industrial units. And the success of this campaign is largely a monument to his vision, daring, imagination, and leadership.

During one of the Luftwaffe's blitz attacks on London, General Spaatz stood on the roof of a headquarters near the city, watching the rain of bombs breaking helter-skelter all over London from one end to the other, even into the suburbs.

General Spaatz watched the display for some time, a look of disgust spreading more widely over his usual poker-like face as each stick of bombs "walked" indiscriminately over the residences of London.

Finally the pioneer advocate of precision bombing of military targets could contain himself no longer and ejaculated: "Damn the Germans! They are spoiling the whole concept of strategic air war!"

His entire military career served to prepare him for his successful performance during World War II. He had gleaned his understanding of bombers and fighters by long, first-hand experience.

A strong believer in the principle of joint operations by land, sea, and air to win the final victory, General Spaatz anticipated a flexible and comprehensive plan for the use of air power: fighter planes to be used for defense of the bombers and for offensive patrols; defensive as well as offensive power for the bombers; and observation, counterattack, and ground attack in collaboration with Army operations.

When he took command of the Eighth in 1942, precision daylight bombing against a strongly-defended enemy was an untested theory. General Spaatz persistently advocated his concept of the daylight use of strategic air power, a concept which British and German experience discounted, and which he proved in the European war.

Other opinions to the contrary notwithstanding, he maintained that bombers with adequate fighter escort could proceed to targets in daylight, bomb with greater accuracy than at night, and return to base in spite of concentrated antiaircraft fire and fierce enemy fighter opposition. The bombers he envisioned were fast, high-flying, well-armed, long-range planes with precision bomb-sights, reliable navigational instruments, automatic gunsights, and well-trained combat crews.

Observers on both sides of the Atlantic were skeptical, but nevertheless there was no breach in planning; American planes, equipped for daylight bombing, specialized in daylight attacks; British bombers, equipped for night bombing, carried the war to Western Europe after sundown.

Just as 1943 was an experimental and training phase for the practical application of the strategic air power which General Spaatz commanded in Europe, the year 1944 demonstrated the proof of the efficacy of his policies.

And the accomplishments of his Strategic Air Forces in 1944 won for him the

Robert J. Collier trophy for that year, awarded annually to the American making the outstanding contribution to aviation. In an editorial entitled "Well-Earned Award," The New York TIMES commented:

"General Spaatz has shown the versatility and the intuitive sense of war which are necessary additions to sound strategic and technical knowledge. The methods of this rugged, quiet Pennsylvanian were never those of the full-dress staff conference. His decisions were often made in an atmosphere as informal as the poker table."

During 1944, General Spaatz had vindicated the faith he so strongly maintained in the concept of strategic air power as a decisive factor in the defeat of the enemy. He had believed in big bombers as a strategic weapon long before they even existed. His strong defense of the principle that crippling blows could be dealt the enemy by striking at the heart of its industrial power, transportation, and communications systems was instrumental in the issuance of the Casablanca directive early in 1943, ordering "the destruction of the enemy's capability to wage war."

When General Spaatz took command of the Strategic Air Forces in Europe in 1944, bombers of sufficient power and fighters of sufficient range to accompany the bombers had been massed in sufficient numbers to bring his concept of strategic air power to fruition. His employment of these forces resulted in the impotency of the Luftwaffe, the debacle of the German oil industry, and the disruption of the enemy's transportation system.

General Spaatz's plan of cooperation, selection of strategic objectives, vigorous and overwhelming offensive, mass of bombing tonnage, carefully planned economy of planes and personnel, and adaptations in the fields of electronics, air navigation, and bad weather operations grew in momentum until the German Air Force ceased to exist as a serious threat, the vital industries of the German Reich were paralyzed, and the German economy disintegrated.

At the beginning of 1944, the daylight efficacy of strategic air power was still in doubt. German industry had shown remarkable recuperative powers, and repeated bombings had not appreciably affected her war economy. By the end of 1944, however, the enemy could rally no longer. Allied air power had achieved complete victory in the air, had paved the way for a successful invasion of the Continent, and had disrupted the enemy's resources to an irreparable degree.

Early attacks on German aircraft production had caused only temporary interruption of manufacture and led to greater dispersal of individual plant units. The year 1944 brought the culminating attacks on the German aircraft industry, Allied bombers having become invincible with the protection of long-range fighter escort. By the Spring of 1944, there was not enough German air power left to threaten the Allied invasion.

"The situation was critical in Europe," General Spaatz declared, "until we knew we could operate over Germany without excessive losses."

"The turning-point came in February, 1944, and we had clearly demonstrated air superiority by April, 1944," he added.

"We had to have absolute control of the air over the area we would invade." General Spaatz pointed out, "and we had to isolate that area completely before a land invasion could be launched. That was done on schedule in Normandy."

After enemy air strength had been decimated, bombers concentrated on the destruction of the German oil economy. As often as plants were repaired, they were struck again, and after May, 1944, Germany's oil consumption exceeded her production. The oil shortage led to a lack of fuel for planes and ground units which hampered training facilities and finally halted many operations altogether. The attacks on the German oil industry had concomitant benefits for the Allies, for they resulted in a shortage of by-products used in ammunition, explosives, rubber, and fertilizer.

The final, complete disintegration of the German economy was brought about by the shattering attacks on transportation. Destruction of railroads, highways, waterways, and bridges disrupted the flow of coal, food, raw materials for all industries, perishable consumer goods, military supplies, materiel, and personnel.

These three categories of targets were the principal mission of the Strategic Air Forces: the Luftwaffe, the oil industry, and transportation. But targets of lower priority also were attacked. Steel manufacturing facilities were battered by General Spaatz's forces throughout 1944. Bombing of ball-bearing factories continued. Plants producing tanks, trucks, and all kinds of armored vehicles were attacked. Submarine-building yards and submarine pens were hit repeatedly, and some of them were closed.

The Summary Report of the United States Strategic Bombing Survey declared:

"Allied air power was decisive in the war in Western Europe....In the air, its victory was complete. At sea, its contribution, combined with naval power, brought an end to the enemy's greatest naval threat--the U-boat; on land, it helped turn the tide overwhelmingly in favor of Allied ground forces. Its power and superiority made possible the success of the invasion. It brought the economy which sustained the enemy's armed forces to virtual collapse, although the full effects of this collapse had not reached the enemy's front lines when they were overrun by Allied forces. It brought home to the German people the full impact of modern war with all its horror and suffering. Its imprint on the German nation will be lasting."

In October, 1944, General Spaatz was awarded an Oak Leaf Cluster to the Distinguished Service Medal with the following citation:

"For exceptionally meritorious and distinguished service in a position of great responsibility during the period January 5 to September 22, 1944. Lieutenant General Spaatz was designated to command the United States Strategic Air Forces in Europe, consisting of two widely separated Air Forces. The mission of his force was the strategic aerial bombardment of German-held Europe, to weaken the internal organization of the enemy supply and maintenance system, and to facilitate the Allied assault upon Northwest Europe.

"General Spaatz entered upon his task with vigor and determination, and prepared the forces under his command for their mission. Reaching a peak early in June, these air operations contributed greatly to the successful landings of the Allied forces in Northern France.

"His continued strategic support during the subsequent campaign seriously hampered the enemy efforts to supply, maintain, and, ultimately, to withdraw their forces from the battle area. General Spaatz's indomitable will and outstanding technical ability overcame directly, or through his inspired subordinates, the many problems which, upon the first view, often seemed insurmountable."

He received a temporary promotion to general on March 11, 1945. Then, the war in Europe won, he was assigned in June, 1945, to AAF Headquarters in Washington. In July, 1945, he assumed command of the United States Strategic Air Forces in the Pacific, with headquarters on Guam.

There he supervised the final strategic bombing of Japan by the B-29s, including the two atomic bomb missions.

General Spaatz was present at all three signings of unconditional surrender by the enemy, at Rheims, at Berlin, and at Tokyo.

He returned to AAF headquarters in October, 1945, and the same month President Truman nominated him for promotion to the permanent rank of major general in the Regular Army.

General Spaatz was named acting commanding general of the Army Air Forces on February 9, 1946, succeeding General of the Army Henry H. Arnold, who was assigned to the office of the Chief of Staff. On March 1, 1946, General Spaatz became commander of the AAF, and shortly afterward General Arnold began terminal leave before retirement from the Army.

General Spaatz has received the Distinguished Service Cross, the Distinguished Service Medal with two Oak Leaf Clusters, the Legion of Merit, the Distinguished Cross, and the Bronze Star Medal.

He also wears the Mexican Interior Campaign ribbon, the World War I ribbon with three bronze service stars (battle stars), the pre-Pearl Harbor ribbon with one star, the European Theater ribbon with six stars, the Pacific Theater ribbon, the American Theater ribbon, and the World War II Victory ribbon.

He is a Grand Officer of the French Legion of Honor, wears the French Croix de Guerre with Palm, and is a Grand Commander of the British Empire. He also was awarded Russia's Second Order of Suvorov and Poland's Polonia Restituta, Commander's Cross with Star.

Like many other veterans of the open-cockpit days, General Spaatz is slight and of wiry build. Five feet, eight and a half inches tall, he walks and sits ram-rod-stiff and keeps his weight at a healthful 150 pounds. Army physical reports describe his frame as "medium."

His favorite foods are oysters, thick steaks, and green salads. The form of exercise he enjoys most is playing squash, and the parlor games he prefers are, as might be expected, of a tactical nature--particularly chess and poker. He plays as he fights: hard.

Associates describe him as an excellent poker player, although he assures interviewers: "I play a fair game, but I usually manage to lose."

A story told about a nightly chess battle he waged to relax during the crucial days in Europe with a high-ranking Russian officer attached to headquarters in England illustrates another facet of his character. A staff officer suggested to General Spaatz that perhaps it would be diplomatic to "ease up" a little so the Russian could win oftener.

"But I wouldn't do it." General Spaatz grinned. "I always tried to beat him because I like to win too well."

He favors three co-equal military forces under a single civilian head, and describes the future of air power in this sentence: "In my opinion, it is going to play the most important part in our national security requirements."

Although he is a quiet, deliberate, taciturn man, General Spaatz's social affability is one of his notable qualities. Long before he entered West Point, he enjoyed playing the guitar, and this instrument always has accompanied him on his travels. He sometimes sings as he plays.

"But not very well," he confesses.

When Fred Astaire returned from a USO tour of Europe, he said that "A soldier named Carl Spaatz was General Eisenhower's star entertainer at a dinner party.

"General Spaatz came out with a guitar tucked under his arm," Astaire explained, "and he proceeded to give out with some hot licks. I danced and he plinked. What a combo!"

However, General Spaatz is invariably serious and determined when on duty. In fact, close friends say that people who know him socially as well as officially are impressed by the fact that he handles problems alike at all hours, whether in the office or in his quarters--speedily, efficiently, and in a businesslike manner. It is this selfless devotion to his work, associates point out, which has inspired so much loyalty among the men who have served under him.

General Spaatz lives in nearby Alexandria, Virginia, with his wife and their two unmarried daughters. A favorite pastime is listening to his third daughter play the piano when she and her husband visit him.

He is an enthusiastic fisherman, likes hunting, and is planning to purchase a boat so he can go sailing on the Potomac.

A dog and a cat which complete the Spaatz household get more attention from members of the family than from the General.